

1
00:00:06,679 --> 00:00:12,300
good morning everybody thank you for

2
00:00:09,300 --> 00:00:15,830
coming this morning my name is Ray Berea

3
00:00:12,300 --> 00:00:18,118
and I fly a civilian airliner as Captain

4
00:00:15,830 --> 00:00:20,939
I've been invited here due to my

5
00:00:18,118 --> 00:00:22,920
sighting last a problem of multiple as

6
00:00:20,939 --> 00:00:24,480
yet unidentified objects over the

7
00:00:22,920 --> 00:00:27,599
Channel Islands region of the English

8
00:00:24,480 --> 00:00:29,609
Channel this encounter lasted for 15

9
00:00:27,599 --> 00:00:33,149
minutes and the first object being

10
00:00:29,609 --> 00:00:35,219
visible from 55 miles distance on

11
00:00:33,149 --> 00:00:38,789
nearing the object a second identical

12
00:00:35,219 --> 00:00:41,399
shape appeared beyond the first both

13
00:00:38,789 --> 00:00:44,909
objects were of a flattened disc shape

14
00:00:41,399 --> 00:00:46,770
with a dark area to the right they were

15
00:00:44,909 --> 00:00:49,378
brilliant yellow with light emanating

16
00:00:46,770 --> 00:00:51,059
from with him and I submitted them to be

17
00:00:49,378 --> 00:00:55,890
up to possibly a mile across

18
00:00:51,058 --> 00:00:57,390
I found myself astounded but curious but

19
00:00:55,890 --> 00:00:59,759
at 12 miles distant these objects were

20
00:00:57,390 --> 00:01:01,909
becoming uncomfortably large and I was

21
00:00:59,759 --> 00:01:04,798
glad to descend the land the aircraft

22
00:01:01,909 --> 00:01:06,420
many of my passengers saw the objects as

23
00:01:04,799 --> 00:01:10,380
did the pilot of an other aircraft

24
00:01:06,420 --> 00:01:12,000
25 miles further south there is also

25
00:01:10,379 --> 00:01:15,569
possible radar information still being

26
00:01:12,000 --> 00:01:17,159
investigated a team headed by dr. David

27
00:01:15,569 --> 00:01:20,938
Clarke looking at this case was shortly

28
00:01:17,159 --> 00:01:22,530
be published a report sorry will shortly

29

00:01:20,938 --> 00:01:25,438
publish a report but understand that

30
00:01:22,530 --> 00:01:27,329
this time no definitive solution has

31
00:01:25,438 --> 00:01:31,469
been discovered to explain the sighting

32
00:01:27,329 --> 00:01:33,359
as yet I've taken note of some of the

33
00:01:31,469 --> 00:01:35,599
differences between the British and the

34
00:01:33,359 --> 00:01:37,859
US reporting system

35
00:01:35,599 --> 00:01:39,989
it appears that attitudes on opposite

36
00:01:37,859 --> 00:01:42,060
sides of the Atlantic are very different

37
00:01:39,989 --> 00:01:46,019
when it comes to the required reporting

38
00:01:42,060 --> 00:01:48,359
and recording of this type of event air

39
00:01:46,019 --> 00:01:50,938
law stipulates quite clearly that if an

40
00:01:48,359 --> 00:01:52,228
operating crew of an aircraft see

41
00:01:50,938 --> 00:01:54,118
another aircraft at a place that it

42
00:01:52,228 --> 00:01:56,009
shouldn't be then at the earliest

43
00:01:54,118 --> 00:02:00,540

opportunity the whole scenario is to be

44

00:01:56,009 --> 00:02:02,069
reported the relevant authorities in my

45

00:02:00,540 --> 00:02:04,109
case the British civil Civil Aviation

46

00:02:02,069 --> 00:02:06,508
Authority knew within 20 minutes of the

47

00:02:04,109 --> 00:02:08,368
sighting what was seen as described in

48

00:02:06,509 --> 00:02:11,009
the flight log and facts directly to the

49

00:02:08,368 --> 00:02:12,590
relevant CIA office the Ministry room

50

00:02:11,008 --> 00:02:15,098
formed by Jersey air traffic control

51

00:02:12,590 --> 00:02:17,420
at the same time this is the run option

52

00:02:15,098 --> 00:02:20,479
that this is an obligation that Cruz

53

00:02:17,419 --> 00:02:22,488
reacts in this manner in my experience

54

00:02:20,479 --> 00:02:24,979
having reported the incident as required

55

00:02:22,489 --> 00:02:27,530
has had no negative effect and there was

56

00:02:24,979 --> 00:02:30,378
no problem with me talking about this on

57

00:02:27,530 --> 00:02:33,199
British television indeed my company or

58
00:02:30,378 --> 00:02:35,449
any air services have offered every

59
00:02:33,199 --> 00:02:36,738
support today the assistance of Jersey

60
00:02:35,449 --> 00:02:39,079
air traffic control in releasing

61
00:02:36,739 --> 00:02:41,900
recorded information to myself and the

62
00:02:39,080 --> 00:02:45,260
investigated investigating team has been

63
00:02:41,900 --> 00:02:46,730
of great benefit I did not feel that I

64
00:02:45,259 --> 00:02:48,949
was in any danger of being ridiculed

65
00:02:46,729 --> 00:02:51,018
because all I did was report what

66
00:02:48,949 --> 00:02:54,709
actually happened as was my duty as

67
00:02:51,019 --> 00:02:56,269
operating air crew I heard about the

68
00:02:54,709 --> 00:02:59,000
multiple witness sightings at Chicago

69
00:02:56,269 --> 00:03:03,620
O'Hare Airport about a year ago now on

70
00:02:59,000 --> 00:03:06,110
November the 7th 2006 I'm surprised to

71
00:03:03,620 --> 00:03:08,049
hear that how it was handled despite

72
00:03:06,110 --> 00:03:10,040
many pilots and airport personnel

73
00:03:08,049 --> 00:03:12,769
witnessing the object hovering over the

74
00:03:10,039 --> 00:03:14,828
terminal there was no investigation at

75
00:03:12,769 --> 00:03:16,909
all by the FAA

76
00:03:14,829 --> 00:03:19,129
it appears that pressure may have been

77
00:03:16,909 --> 00:03:21,549
applied to crew members by their company

78
00:03:19,129 --> 00:03:23,719
not to discuss this in some incidents I

79
00:03:21,549 --> 00:03:26,030
would have been shocked if I was told

80
00:03:23,719 --> 00:03:28,818
that the CIA in UK would obstruct an

81
00:03:26,030 --> 00:03:30,229
investigation or if the CIA told me that

82
00:03:28,818 --> 00:03:32,509
what I had seen was something entirely

83
00:03:30,229 --> 00:03:33,979
different but it seems that pilots in

84
00:03:32,509 --> 00:03:37,969
America I used to this sort of thing

85
00:03:33,979 --> 00:03:39,979
here I would urge all fellow aircrew to

86

00:03:37,969 --> 00:03:42,729
report whatever they see as soon as

87
00:03:39,979 --> 00:03:44,899
possible and to stand up and be counted

88
00:03:42,729 --> 00:03:47,298
it's only when crucial and critical

89
00:03:44,900 --> 00:03:48,469
witnesses such as aircrew make reports

90
00:03:47,299 --> 00:03:50,000
that the authorities will be

91
00:03:48,469 --> 00:03:52,219
kick-started into a broader

92
00:03:50,000 --> 00:03:54,579
investigation of this phenomena thank

93
00:03:52,219 --> 00:03:54,579
you very much